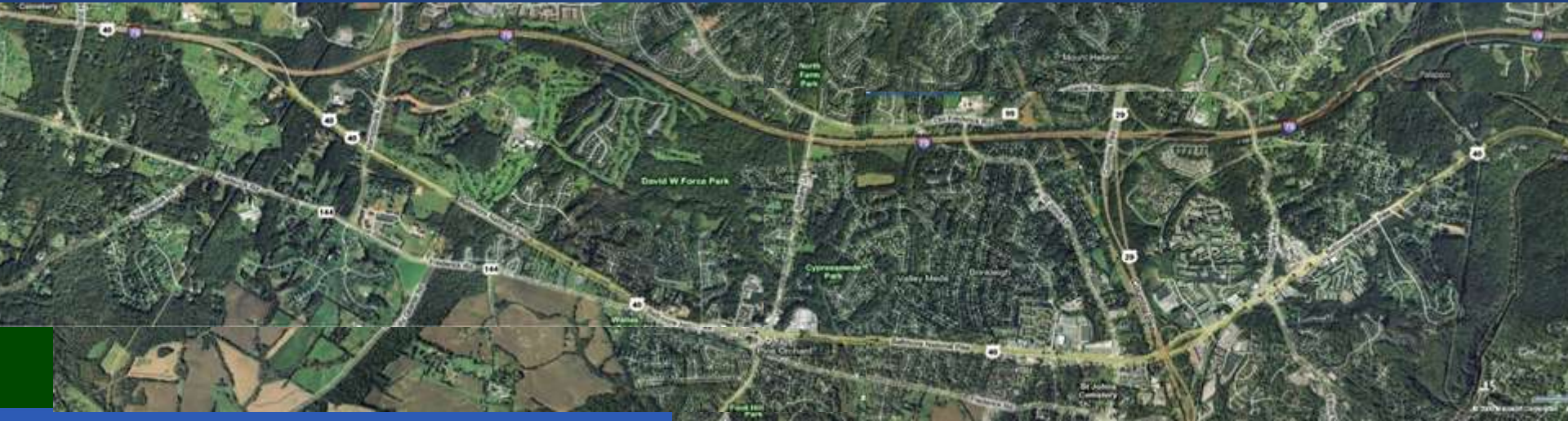


US Route 40 – Streetscape Master Plan Study

Howard County, Maryland

November 17, 2009

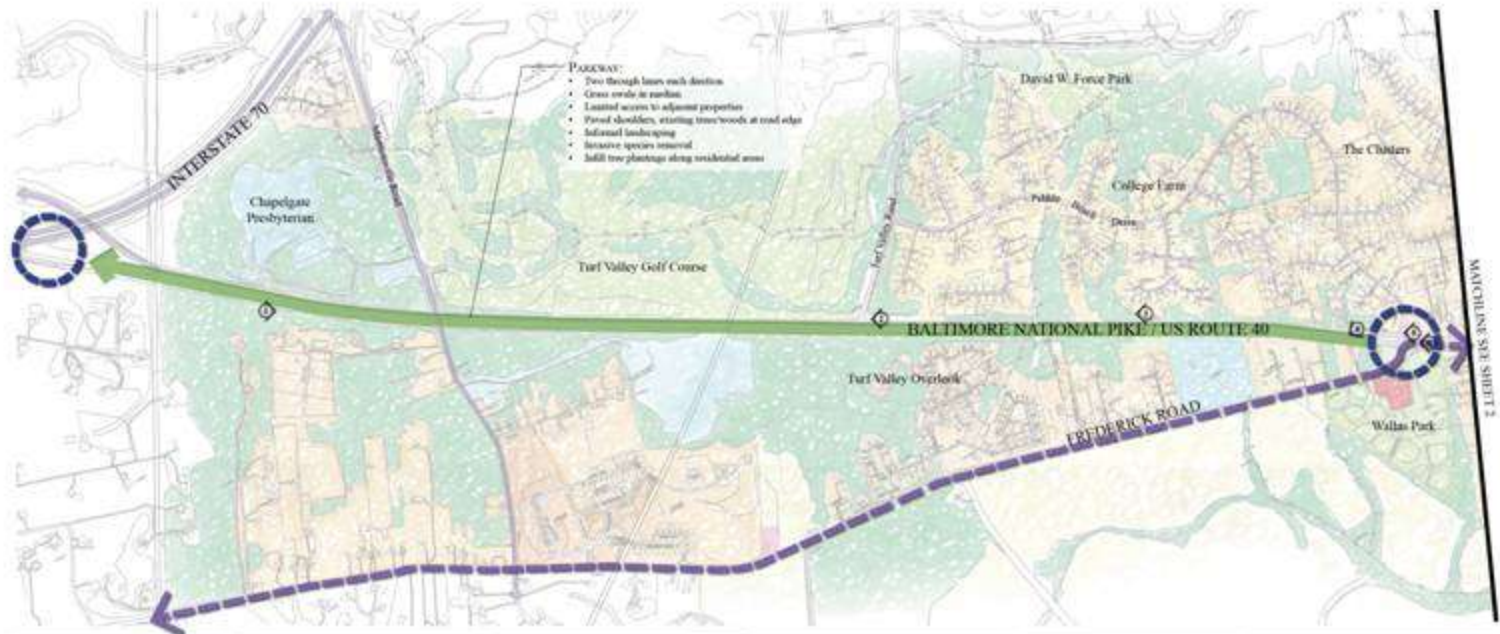


Corridor Analysis & Background



Analysis & Background

- *HISTORIC RESOURCE GOALS:**
- Coordinate with community enhancement programs
 - Develop a strategy for the corridor
 - Preserve Enclaved Forest
 - National Road design standards
- *LAND USE GOALS:**
- Village, mixed-use, pedestrian-oriented centers
 - Honor past planning of the corridor
 - Incorporate accepted planning practices
 - Encourage economic vitality of the corridor
 - Develop a sense of identity
 - Land use recommendations reflect the projected market
- *TRANSPORTATION GOALS:**
- Promote transit/increase mobility
 - Extend bus service to Enclaved Forest/Turf Valley
 - Bus shelters
 - Bus pull-outs
 - Form improvements on intersections, interchanges and driveways
 - Implement what is already on the books
 - Use highway infrastructure study (LRP ROW)
 - Balance development with transportation capacity
 - Prioritize spend strategically
 - Make pedestrian movement possible
- *STREETSCAPE GOALS:**
- Improve design of environmental assets
 - Develop a sense of identity for the corridor
 - Make pedestrian movement possible
 - Marked, raised or illuminated crosswalks
 - Raised medians for refuge
 - Improved street lighting
 - Signage
 - Street trees
 - Sidewalks
 - Connect housing to retail development
 - Bike routes
 - Link to trails in Patuxent State Park
- * From 40 Enhancement Study



Analysis & Background

- *HISTORIC RESOURCE GOALS:**
- Coordinate with community enhancement programs
 - Develop an identity for the corridor
 - Preserve Enchanted Forest
 - National Road design standards
- *LAND USE GOALS:**
- Volume, mixed-use, pedestrian-oriented centers
 - Honor past planning of the corridor
 - Incorporate accepted planning practices
 - Maximize economic vitality of the corridor
 - Develop a sense of identity
 - Land use recommendations reflect the projected market
- *TRANSPORTATION GOALS:**
- Promote transit/increase mobility
 - Extend bus service to Enchanted Forest/Tad Valley
 - Bus shelters
 - Bus pull-outs
 - Form improvements on intersections, interchanges and driveways
 - Implement what is already on the books
 - Use highway infrastructure wisely (LRP ROW)
 - Balance development with transportation capacity
 - Prioritize/speed strategically
 - Make pedestrian movement possible
- *STREETSCAPE GOALS:**
- Improve design of commercial areas
 - Develop a sense of identity for the corridor
 - Make pedestrian movement possible
 - Marked, raised or illuminated crosswalks
 - Raised medians for refuge
 - Improved street lighting
 - Signage
 - Street trees
 - Sidewalks
 - Connect housing to retail development
 - Bike routes
 - Link to trails in Patuxent State Park
- * Based on 40 Corridor Study



Analysis & Background

- *HISTORIC RESOURCE GOALS:**
 - Coordinate with community enhancement programs
 - Develop a strategy for the corridor
 - Preserve Enclosed Forest
 - National Road design standards
- *LAND USE GOALS:**
 - Vibrant, mixed-use, pedestrian-oriented centers
 - Efficient past planning of the corridor
 - Incorporate accepted planning practices
 - Revitalize economic vitality of the corridor
 - Develop a sense of identity
 - Land use recommendations reflect the projected market
- *TRANSPORTATION GOALS:**
 - Enhance transit/increase mobility
 - Extend bus service to Enclosed Forest/Triad Valley
 - Bus shelters
 - Bus pull-outs
 - Focus improvements on intersections, interchanges and driveways
 - Supplement what is already on the books
 - Use light-duty infrastructure widely (140' ROW)
 - Balance development with transportation capacity
 - Prioritize speed strategically
 - Make pedestrian movement possible
- *STREETSCAPE GOALS:**
 - Improve design of commercial areas
 - Develop a sense of identity for the corridor
 - Make pedestrian movement possible
 - Marked, raised or illuminated crosswalks
 - Raised medians for refuge
 - Improved street lighting
 - Signage
 - Street trees
 - Sidewalks
 - Connect housing to retail development
 - Bike routes
 - Link to trails in Patapsco State Park

* Based on 40 Enhancement Study



Gateways



Westbound – Patapsco River Bridge



Eastbound – Exit off I-70

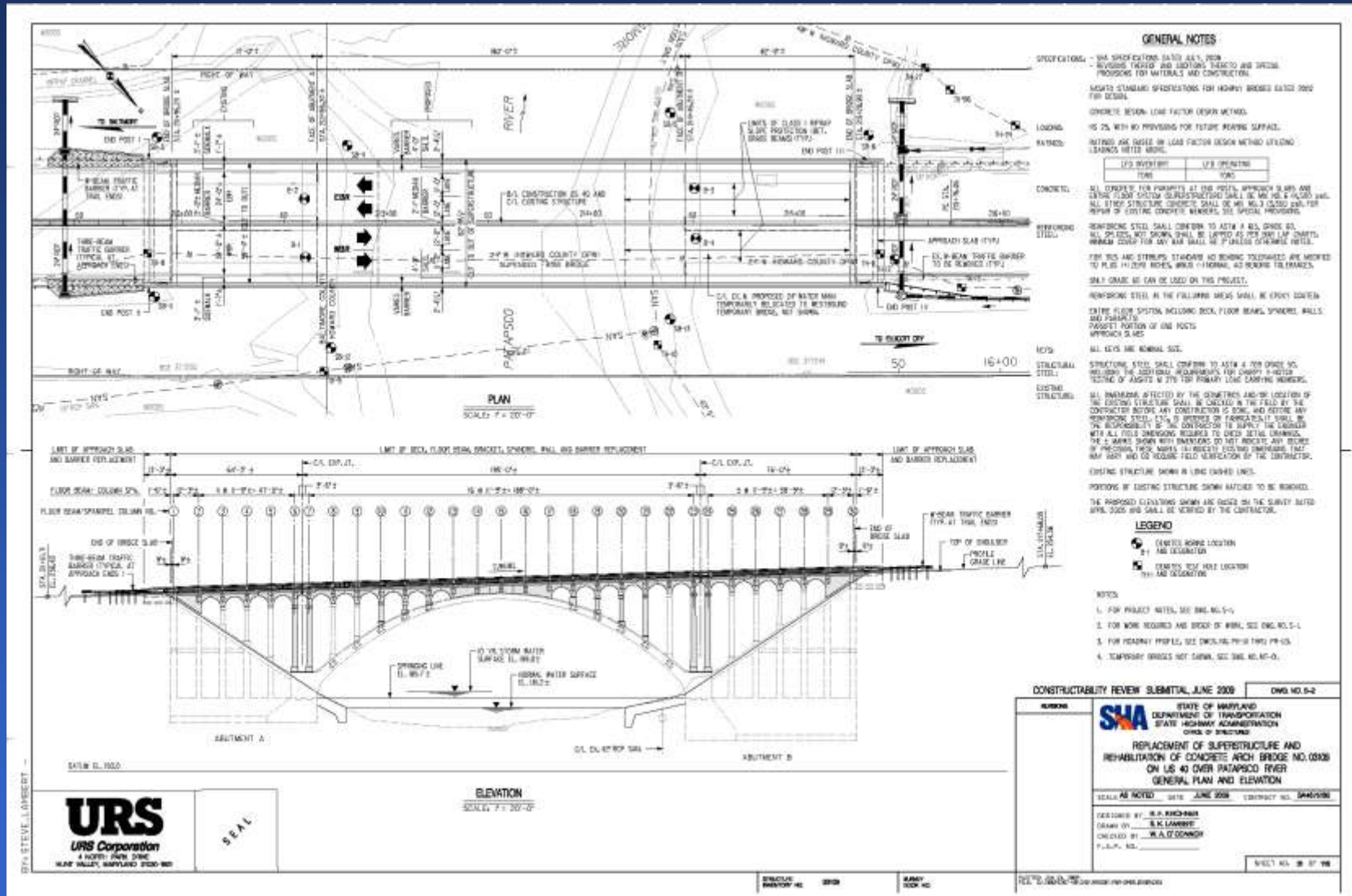
Gateway Images/Elements

- Enhanced plantings
- Cultural elements
- Thresholds

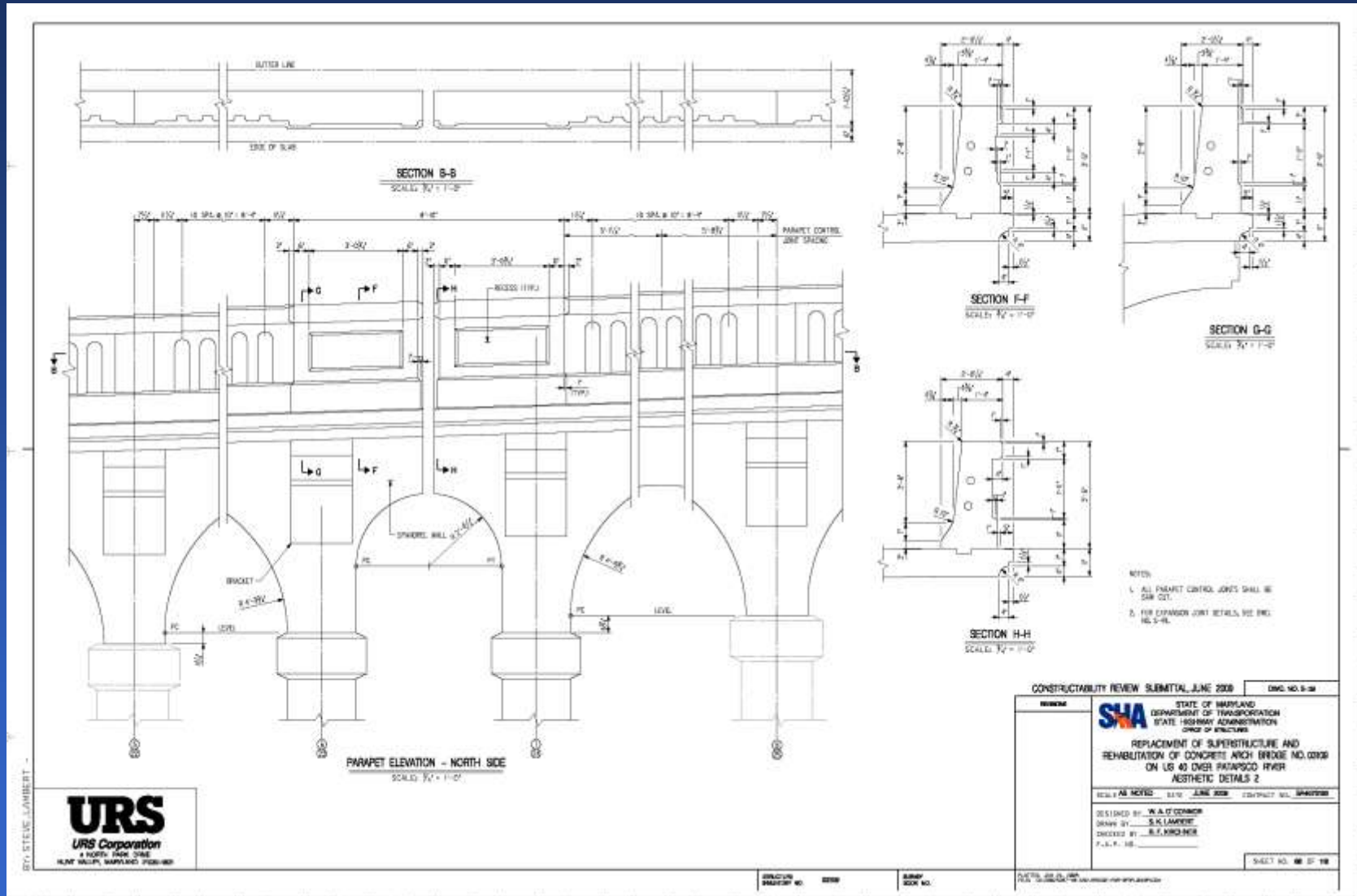
I-70 Gateway: Potential Landscape Elements



Patapsco River Bridge



Patapsco River Bridge



Patapsco River Bridge



US Route 40 - Streetscape Master Plan Study

Patapsco River Bridge



US Route 40 - Streetscape Master Plan Study

Patapsco River Bridge: Gateway Elements



Parkway (I-70 to Old Frederick Road)



Parkway (Enchanted Forest to Greenway Drive)



Westbound



Eastbound



Parkway (US 29 Interchange)



Westbound



Eastbound

Parkway (Normandy to County Line)



Westbound



Eastbound



Parkway Images/Elements

- Median treatments
- Edge treatments
- Intersection treatments

Median Treatments



Edge Treatments



Brown guardrail recedes and is less noticeable than galvanized.

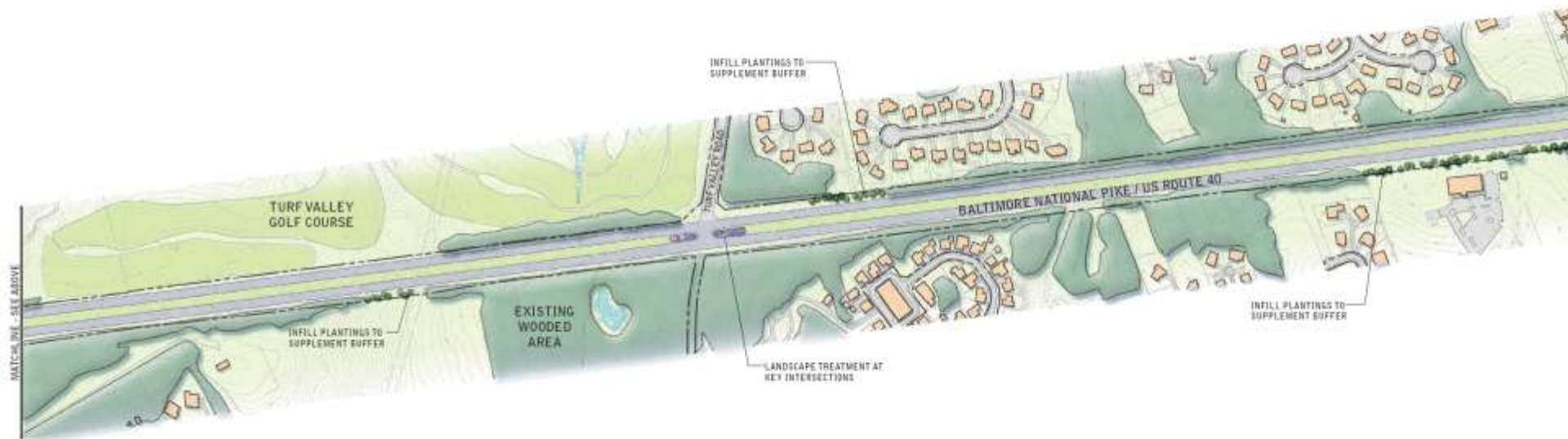
Remove invasives and establish native grasses/meadow along edge.

Additional tree plantings are possible. SHA regs require 20' setback from edge of travel lane to tree plantings.

Infill where buffer has been removed



Parkway: Illustrative Concept Plan



US ROUTE 40 Streetscape Master Plan

PARKWAY SEGMENT, SHEET 1
CONCEPT PLAN

HOWARD COUNTY, MD
NOVEMBER 2009

Suburban Boulevard: Enchanted Forest Area

Frederick Road to Signal at East End of Enchanted Forest



Suburban Boulevard: Chatham Area

Greenway Drive to US 29 Interchange



Suburban Boulevard: Normandy Area

Ridge Road to Wheaton Way/Normandy Drive



Suburban Boulevard Images/Elements

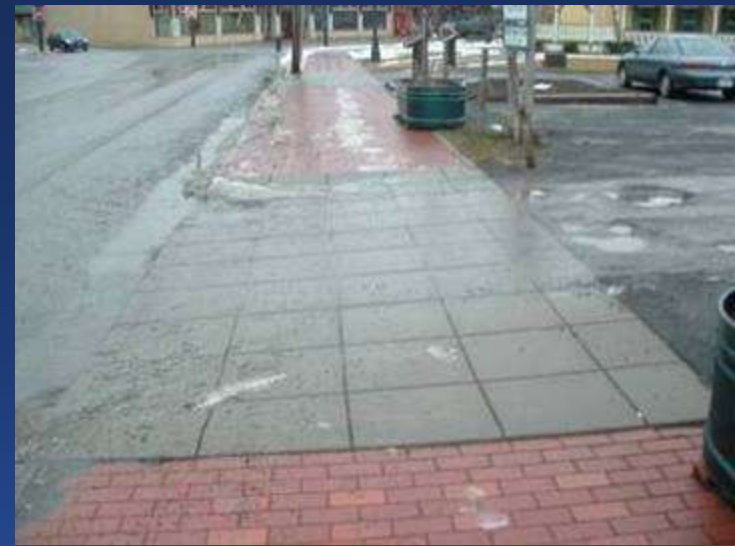
Suburban Boulevard: Potential Streetscape Elements



Suburban Boulevard: Potential Streetscape Elements - Crosswalks



Suburban Boulevard: Potential Streetscape Elements – Sidewalk Aprons



Suburban Boulevard: Potential Streetscape Elements - Paving

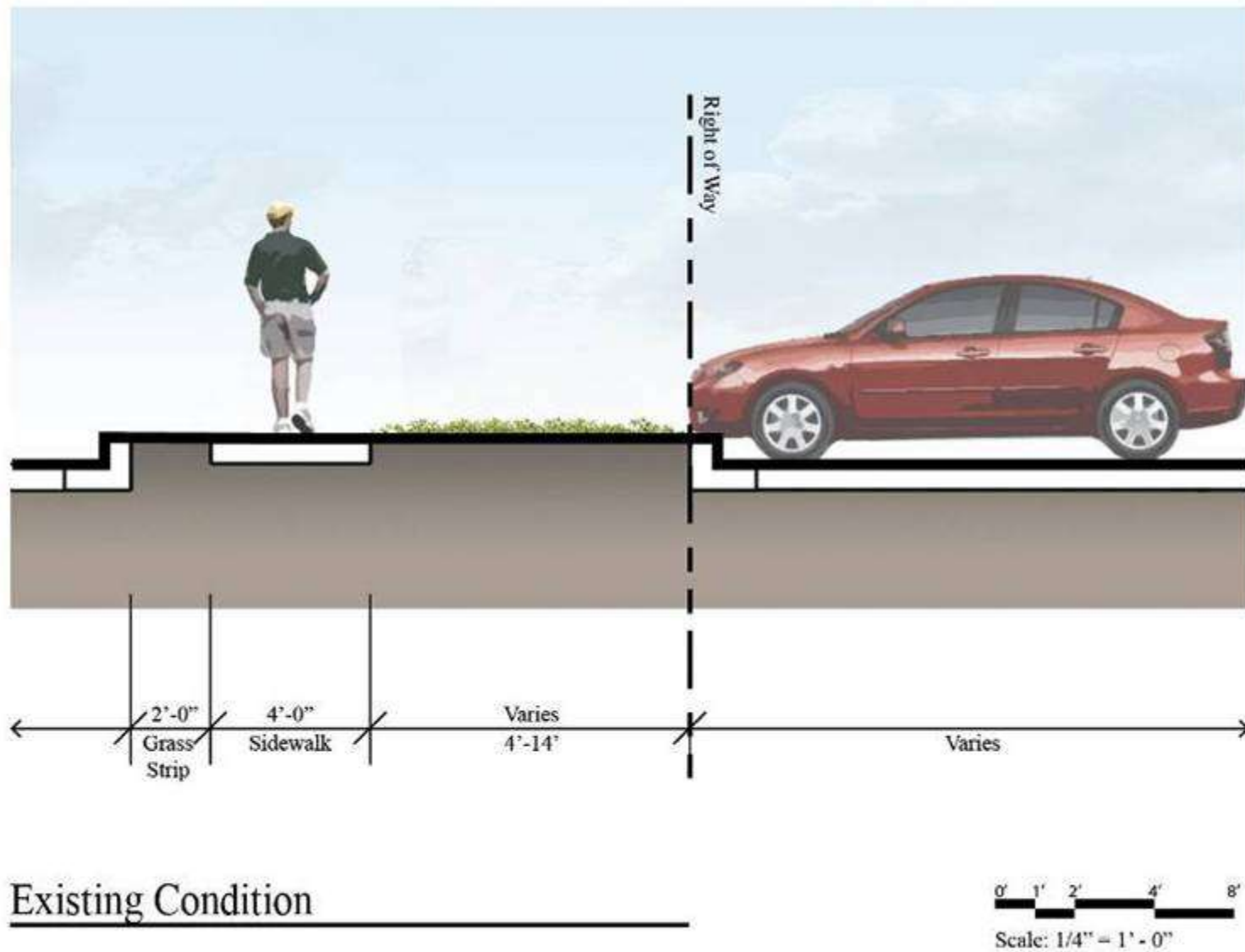


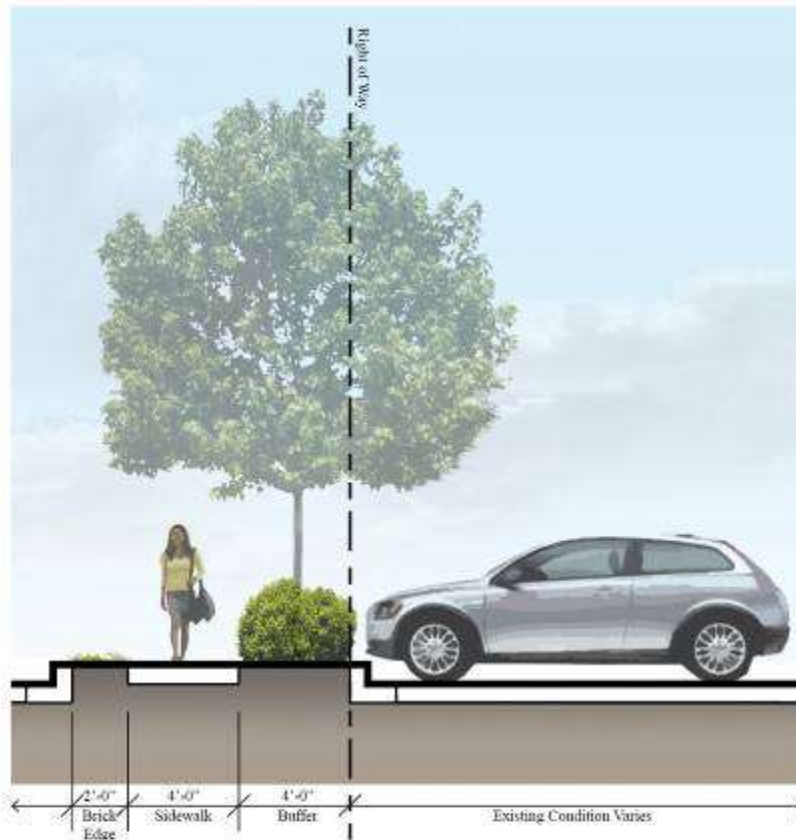
Suburban Boulevard: Potential Streetscape Elements



Suburban Boulevard: Potential Streetscape Elements







Minimum Improvements: 10' Setback - Curb to ROW



Minimum Improvements: 20' Setback - Curb to ROW

0' 1' 2' 3' 4'
Scale: 1/4" = 1' - 0"

Suburban Boulevard: Streetscape Treatments



US Route 40 - Streetscape Master Plan Study

Suburban Boulevard: Streetscape Treatments



US Route 40 - Streetscape Master Plan Study

Suburban Boulevard: Streetscape Treatments



US Route 40 - Streetscape Master Plan Study

Suburban Boulevard: Streetscape Treatments



US Route 40 - Streetscape Master Plan Study

Suburban Boulevard: Streetscape Treatments



US Route 40 - Streetscape Master Plan Study

Suburban Boulevard: Streetscape Treatments



US Route 40 - Streetscape Master Plan Study

Suburban Boulevard: Streetscape Treatments



US Route 40 - Streetscape Master Plan Study

Suburban Boulevard: Streetscape Treatments



US Route 40 - Streetscape Master Plan Study

Suburban Boulevard: Streetscape Treatments



US Route 40 - Streetscape Master Plan Study

Suburban Boulevard: Streetscape Treatments



US Route 40 - Streetscape Master Plan Study

Median Treatments



Median Treatments



Median Treatments: Storm Water Management



Median Treatments



US Route 40 - Streetscape Master Plan Study

Median Treatments



US Route 40 - Streetscape Master Plan Study

Parkway: Illustrative Concept Plan

Enchanted Forest



Parkway: Illustrative Concept Plan

Enchanted Forest



Parkway: Illustrative Concept Plan Chatham



Parkway: Illustrative Concept Plan Chatham



Parkway: Illustrative Concept Plan *Normandy*



Parkway: Illustrative Concept Plan *Normandy*



Thank You